OFFICER DECISION REPORT – TRAFFIC REGULATION ORDER (TRO)

PRELIMINARY CONSULTATION (Cabinet Member for Sustainable Transport Delivery)

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PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT:	**LOCKSBROOK ROAD, BATH**
PROPOSAL:	**NO WAITING AT ANY TIME / NO LOADING BETWEEN TIMES PARKING RESTRICTIONS.**
SCHEME REF No:	**26-040**
REPORT AUTHOR:	**Sadie Cox-Alcuaz**

1. DELEGATION

The delegation to be exercised in this report is contained within **Part 2 Section 2.35** of the Constitution under the **Delegations of Functions to Officers,** as follows:

Section A	The Chief Executive, Executive Director - Chief Operating Officer, Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility….”
Section B	Without prejudice to the generality of this, Officers are authorised to: serve any notices and make, amend or revoke any orders falling within their area of responsibility.
Section D	An Officer to whom a power, duty or function is delegated may nominate or authorise another Officer to exercise that power, duty or function, provided that Officer reports to or is responsible to the delegator.

For the purposes of this report, the Director of Place Management and the Head of Highways Delivery hold the delegated power to make, amend or revoke any Orders.

2. LEGAL AUTHORITY

This proposal is made in accordance with the Road Traffic Regulation Act 1984, which under Section 1 provides, generally, for Orders to be made for the following reasons, and in the case of this report specifically for the reason(s) shown below:

(a)	for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or	X
(b)	for preventing damage to the road or to any building on or near the road, or	

(c)	for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or	X
(d)	for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property,	
(e)	(without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or	
(f)	for preserving or improving the amenities of the area through which the road runs, or	X
(g)	for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)	

3. PROPOSAL

The proposed introduction of parking restrictions on Locksbrook Road, Bath, is necessary to prevent on-street parking along the frontage of the site, and to ensure that vehicle movements associated with the adjacent businesses and properties can operate safely and efficiently.

The revised proposed restrictions are shown on the plan shown in appendix 1.

4. REASON

Please refer to the Statement of Reasons.

The Council has had in mind and discharged the duty (as set out in section 122(1) of the Road Traffic Regulation Act 1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) so far as practicable. It has also had regard to the factors which point in favour of imposing the proposed modifications to the parking restrictions. It has balanced the various considerations and concluded that it is appropriate to promote these modifications. The Council has also considered and discharged its network management duty under section 16 of the Traffic Management Act 2004. It has concluded that the proposed modifications to the parking restrictions is consistent with that duty, having regard to its other policies and objectives.

5. IMPACT ON EQUALITIES

An Equality Impact Assessment has been undertaken in relation to the introduction and/or modification of parking restrictions, which is available upon request. The Council has had due regard to the needs set out in section 149(1) of the Equality Act 2010. It considers that the proposed Order is consistent with the section 149 public sector equality duty, which it has discharged.

6. IMPACT ON HUMAN RIGHTS

The proposals are considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property). However, the Council is entitled to affect these rights where it is in accordance with the law, necessary (in the interests of public safety or economic well-being, to prevent disorder and crime, to protect health, or to protect the rights and freedoms of others), in pursuit of a legitimate aim and proportionate to do so. The proposal(s) within this report are considered to be in accordance with the law, necessary, in pursuit of a legitimate aim and proportionate.

7. SOURCE OF FINANCE

The TRO developer funded.

8. CONSULTATION REQUIREMENT

The proposal requires consultation with the Chief Constable, Emergency Services, Road Haulage Association, Freight Transport Association (Logistics UK), Parking Services, Waste Services, Ward Members and the Cabinet Member for Sustainable Transport Delivery.

9. COMMENTS RECEIVED TO DATE

Chief Constable – Thank you for your email and attachments regarding the proposed introduction of waiting restrictions (double yellow laines) on Locksbrook Road, Bath, as shown on the attached plan.

It is understood from the Statement of Reasons that "T*he proposed introduction of double yellow lines on Locksbrook Road, Bath, is necessary to prevent on-street parking along the frontage of the site, and to ensure that vehicle movements associated with the adjacent businesses and properties can operate safely and efficiently.*

The proposed double yellow lines are shown on the plan contained in Appendix 1.

Reasons
As part of the approved development of the new recycling centre at Locksbrook Road (planning application reference 24/03168/REG03), restrictions on waiting were identified as essential to prevent vehicles parking on the public highway outside of the site.

During the planning consultation process, it was also identified that an alternative traffic arrangement to the existing situation was required and supported the removal of existing "keep clear" road markings and their replacement with double yellow lines.
Subsequent to the grant of planning permission and through the detailed design process, a neighbouring business has requested an extension of the proposed double yellow lines across its site access. This request is intended to protect operational

vehicle manoeuvres that have previously been obstructed by vehicles parking on the central island area adjacent to the access. Preventing waiting at this location would be beneficial to maintain safe access and egress and to avoid obstruction of industrial vehicle movements.

The proposed restrictions will contribute to the expeditious, convenient and safe movement of traffic, including operational vehicles, and will reduce the risk of obstruction and associated highway safety issues. "

Enforcement of waiting restrictions within the Bath and North East Somerset Council area rests with Bath and North East Somerset Council Parking Services.
Consideration regarding the potential displacement of existing parking, and the enforcement needs of these restrictions should be of importance.

The proposals should meet the aspirations behind their introduction.

Emergency Services - No Comment

Road Haulage Association - No Comment

Freight Transport Association – No Comment

Parking Services –

I broadly support the implementation of the restrictions but there should be a recognition that additional restrictions require additional revenue support for new staff to reflect the fact that every new restriction requires a very small percentage of a staff member to enforce on a regular or semi-regular basis. Whilst this impact may itself be small for a single scheme, the cumulative impact may have an impact for the enforcement across other locations.

Further to my previous reply below, can I challenge why we haven't considered any no loading restrictions alongside the no waiting, even if this is time limited during peak or business hours.

I'm conscious that the proposed restrictions will not prevent misuse of the restriction for people looking to unload materials either to adjacent business of into the recycling centre.

Officer Response - Following further investigation, it has been confirmed that the planning consent required the introduction of both a No Waiting at Any Time restriction and a No Loading between times restriction. Due to an administrative error, the No Loading restriction was omitted from the drawing originally submitted in support of the Traffic Regulation Order, which showed only the proposed double yellow lines. A revised drawing has subsequently been provided to correct this omission and ensure that the restrictions are implemented in accordance with the approved planning consent and the original design intent.

Revised Drawing Shown in Appendix 1 to this report.

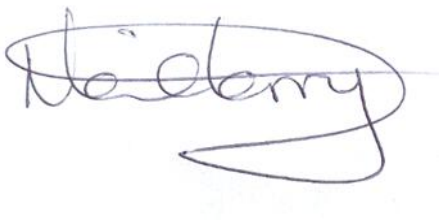
Waste Services – No Comment

Ward Members -

Cllr Michelle O'Doherty -

Cllr Samantha Kelly -

REPORT APPROVED FOR CIRCULATION TO CABINET MEMBER FOR SUSTAINABLE TRANSPORT DELIVERY.



Neil Terry Date:01/10/2026
Traffic Management and Network Manager